

Page Denied

REPORT

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SUPPLEMENT TO
REPORT NO.

50X1-HUM

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- | | |
|-------------------|-------------------|
| Gaschwitz-Boehlen | 240 trains |
| Bohlen | 158 trains |
| [REDACTED] | [REDACTED] trains |
| [REDACTED] | [REDACTED] trains |
| [REDACTED] | 70 trains |
| [REDACTED] | 76 trains |
| [REDACTED] | 82 trains |
| [REDACTED] | 164 trains |
| Weissenfels-Halle | 178 trains |
| Halle-Leipzig | 162 trains |

- | | | |
|---------------------------|-----|--------|
| Halle freight station | 120 | trains |
| Halle passenger station | 120 | " |
| Margale freight station | 120 | " |
| Margale passenger station | 120 | " |
| Margale | 120 | " |
| Margale | 48 | " |
| Margale railroad station | 360 | " |
| Margale | 144 | " |
| Leipzig-Plagwitz | 96 | " |
| Leipzig-Schoenefeld | 96 | " |
| Engelsdorf | 120 | " |
| Bersdorf | 72 | " |
| Wurzen | 48 | " |
| Gaschwitz | 192 | " |
| Neu Kieritzsch | 120 | " |
| Altenburg | 96 | " |

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CENTRAL INTELLIGENCE AGENCY

50X1-HUM

-2-

Pegau	48	trains
	72	"
	72	"
	48	"
Delitzsch Berliner railroad station	120	"
Delitzsch Sorauer railroad station	48	"
Bitterfeld	144	"
Dessau main railroad station	72	"
Dessau-Rosslau passenger station	72	"
Dessau-Rosslau passenger station	72	"
Wittenberg-Nord	36	"
Wittenberg-Sued	72	"
Eilenburg	48	"
Falkenberg near Halle	48	"
Falkenberg near Berlin	72	"

Trains are assumed to be composed of an average of 45 cars.
In the event of heavy load trains, the figures reported must
be reduced accordingly. *

The information on carrying capacities of railroad
was locally ascertained by order of the SCC Transport
information is based on the volume of traffic
handled on the railroad line sections mentioned on a specific day.
The figures therefore do not necessarily represent the maximum
capacities of the lines concerned. Compared with a former
performance chart of Soviet Zone railroad stations dated 1 December
1948, the carrying capacities indicated in the present report are
much higher. This increase of performance capacities is not
necessarily due to an improvement of the railroad line sections
concerned. It is much more probable that the lines carrying
capacities mentioned in the former report are due to a lesser
volume of traffic handled then.

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